Meeting Summary

February 6, 2013
1:00 – 4:00 p.m.
Meeting: TSIF Briefing Room #202, 3701 West Post Office Road,
Ronald Reagan Washington National Airport

Call to Order

Dean Walter, the Aviation Security Advisory Committee (ASAC) Executive Director and Designated Federal Officer (DFO), called the meeting to order and explained his responsibility for the meeting's compliance with the Federal Advisory Committee Act (FACA). He stated that this meeting, which is open to the public, is convened pursuant to a notice that appeared in the Federal Register on January 17, 2013. He covered administrative and other governance issues of the committee stating that it is his duty to ensure that the ASAC adhere to the agenda and that accurate minutes are kept. He also stated that he has a duty to adjourn the meeting if necessary to do so in the public interest. Dean introduced the ASAC Chairman, Carter Morris.

Opening Remarks by Chairman, Carter Morris

Carter Morris opened with some general remarks, going over the agenda for the meeting. He welcomed and thanked Paul Leyh for serving as the Executive Sponsor.

Remarks by Paul Leyh, ASAC Executive Sponsor

Paul Leyh served as the executive sponsor for this meeting. He thanked Chairman Morris and Vice-Chairman Bill Cason for their leadership. He welcomed all ASAC members, the public, and other attendees [See Attachment (B) for a complete list of participants]. Paul thanked those volunteering to work on the sub-committees that are critical to developing innovate ideas to improve aviation security. He acknowledged and thanked Assistant Administrator John Sammon for his attendance at the meeting. He stated that the current charter expires on July 23, 2013, and the renewal process has been started. The current charter has been circulated to members for comments. He asked members to review the nine membership groups and comment on any adjustments. A public notice will be made regarding committee renewal and will request applications for membership. All current members will need to re-apply if they'd like to continue serving on the committee. It is a lengthy process as the charter and appointments must be approved by the Secretary and vetted by the White House. Mr. Leyh

stated that this is the first full charter cycle since TSA turned over control of ASAC to the private sector and it has been a great success. He turned the discussion back over to Carter Morris.

Member Introductions and Remarks

Next all committee members in attendance introduced themselves. No specific comments were made.

Sub-committee Overview – Chairman Carter Morris

Mr. Morris stated that the focus of today's meeting would be on the work being done in the sub-committees. Five subcommittees were formed to review security issues and provide recommendations on ways to improve aviation security, either through improved processes and procedures, increased efficiencies, or improved effectiveness. Each group is fully staffed with committee members and subject matter experts and has met several times. Some groups are further ahead, having been around for a while in one configuration or another and others are working in brand new areas for ASAC. Mr. Morris stated that two sub-committees, Air Cargo and International were prepared to provide recommendations to the full committee for consideration today. Mr. Morris turned over the floor to the Air Cargo Subcommittee to discuss its recommendations to enhance air cargo security.

Sub-committee Recommendations

Air Cargo Subcommittee

Co-chairs Steve Alterman, Cargo Airline Association, and Doug Brittin, TSA, presented an overview of the subcommittee's work and security recommendations (See Attachment C).

> Recommendation #1: "*Pilot Program to Use Canines for Primary Screening of Certain Commodities*" – This recommendation was originally presented at the September ASAC meeting, but was withdrawn for revision after committee deliberation. One member stated that airport law enforcement should be consulted if legacy canine assets or private canine teams are used in the program. In the last sentence of the recommendation, one member requested that the list of potentially affected stakeholders be referenced by example, so it does not appear inclusive. It was agreed to add "e.g." to the stakeholders listed at the end of the sentence – *(e.g. air carriers, airport officials, FSDs)*. The Chairman called for a vote on the recommendation. Twelve members were eligible and voted to approve the recommendation. This was a unanimous vote of the committee quorum.

Recommendation #2: "*Convene a working group to assess the KSMS problems and recommend potential improvements*" -- The discussion revolved around the Known Shipper Management System (KSMS). The subcommittee believes that KSMS does not work as well as it should. One recommendation is to assess KSMS and whether systems exist that are less cumbersome. Mr. Sammon said TSA has recently sent a paper to the TSA Administrator recommending a look at the whole system and process. He also stated that if a work group is formed to review KSMS it should include affected, regulated parties.

Several members questioned the last sentence of the paragraph that would consider potential protocols that might lead to the acceptance of non-known shipper cargo on passenger flights. After deliberation, the subcommittee agreed to delete this last sentence. The revised recommendation reads as follows:

> **In order to address the ongoing issues confronting KSMS, the Sub-Committee recommends the TSA expeditiously convene a working group of *appropriate* government, and *affected and regulated* industry representatives, to assess the KSMS problems and recommend potential improvements to the system.** Such recommendations should not be limited to the IT issues confronting the KSMS, but should also explore whether the KSMS system itself is the most effective way of implementing Known Shipper or whether there may be other, less cumbersome, ways to manage the program. ~~In addition, the working group should be empowered to explore potential protocols that night lead to the acceptance of non-know shipper cargo on passenger flights.~~

With these changes, the Chairman called for a vote on the recommendation. Twelve members were eligible and voted to approve the recommendation. This was a unanimous vote of the committee quorum.

Recommendation #3: "*TSA work with the senior levels of CBP in an attempt to ensure that, before an NPRM is issued, the results of the Pilot Program are fully analyzed and addressed*" – The subcommittee expressed concern regarding the U.S. Customs and Border Protection (CBP) rulemaking to implement the Air Cargo Advance Screening (ACAS) Program before the pilot program results are fully known, and asked TSA to work with CBP to delay the Notice of Proposed Rulemaking (NPRM) issuance. The committee did feel that it is important to complete the ACAS pilot program. There is general concern that dialogue between the Federal Government and the private sector would be limited once a NPRM is issued. The Chairman called for a vote on the recommendation. Twelve members were eligible and voted to approve the recommendation. This was a unanimous vote of the committee quorum.

International Aviation Sub-committee

Co-chairs Ken Dunlap, International Air Transport Association, and Ann Zipser, TSA, presented an overview of the subcommittee's work and presented recommendations for consideration (See Attachment C). Mr. Dunlap noted that the four recommendations "build on each other", and are consistent with risk based approaches.

Recommendation #1: "*Mutual recognition of trusted traveler programs*" – DHS and its international partners should work towards implementing mutually recognized risk-based trusted traveler programs. There was little deliberation regarding this recommendation. The Chairman called for a vote on the recommendation. Twelve members were eligible and voted to approve the recommendation. This was a unanimous vote of the committee quorum.

Recommendation #2: "*Identification of internal DHS synergies to streamline the common interests of the TSA and CBP*" – Create a formal process within DHS to collect and use data pertaining to trusted travelers and the traveling public. There was little deliberation regarding this recommendation. The Chairman called for a vote on the recommendation. Twelve members were eligible and voted to approve the recommendation. This was a unanimous vote of the committee quorum.

Recommendation #3: "*TSA Pre✓™ has been successfully deployed to several US airports, in collaboration with industry. The benefits of this concept potentially represents an opportunity to realize cost savings via preboard screening throughput gains, as well as improving the security experience for eligible passengers. The following TSA Pre✓™ expansions are recommended to further expand those benefits*" – This recommendation focused on expanding the international aspects of the TSA Pre✓™ program. There was little deliberation regarding this recommendation. The Chairman called for a vote on the recommendation. Twelve members were eligible and voted to approve the recommendation. This was a unanimous vote of the committee quorum.

Recommendations #4: "*One-Stop Security*" -- This recommendation focuses on international agreements for mutual recognition of aviation security measures and eliminating the need for additional screening. This topic did generate discussion. In response to one member's concerns that the text focuses on Europe and the U.S. East Coast airports, Mr. Dunlap noted that the subcommittee decided to address the European Union (EU) first and possibly expand at a later date. Dean Walter raised the question of what would the committee consider full implementation of this recommendation – a TSA statement of policy, or signed agreements with the EU mutual recognition of security measures? The committee stated that the intent is to take a graduated approach, building

on one success at a time. This recommendation builds on the prior recommendations and could be implemented over time.

Several people questioned the need to include the recommendation's second paragraph, which could be considered editorial in nature. After deliberation, the subcommittee agreed to delete this paragraph. In addition, revisions to the final paragraph recommendation added 'fully-quantifiable' before "agreement". The revised recommendation reads as follows:

> In the years since the September 2001 terrorist attacks, aviation security has been significantly enhanced. Screening processes, procedures and technologies have evolved and even more data is available about passengers – including that which is shared between governments – and cargo to enable risk assessments, conducted well in advance of flight time.
>
> ~~However, passengers arriving from the European Union (EU) and connecting to other flights at U.S. hub airports must be screened a second time. Even though it has already flown thousands of miles, their baggage has to be physically transported back to the checked baggage screening location for rescreening by TSA before it can be loaded on a connecting flight. These duplicative screening processes impose unnecessary manpower requirements on TSA staff and contribute to wait times, flight delays and higher costs for TSA, airports and the airlines.~~
>
> At the recent High Level Conference on Aviation Security, ICAO encouraged Member States "to explore with each other mutual recognition arrangements, including one-stop security, which recognizes the equivalence of their aviation security measures where these achieve the same outcomes."
>
> We encourage the U.S and the EU to pursue *fully-quantifiable* agreements that *meet or exceed all aspects of TSA security requirements and* ensure mutual recognition of aviation security measures that eliminate the need for ~~redundant~~ *additional* screening processes for passengers *and* baggage ~~and cargo~~. When implemented, such agreements will help preserve limited resources while enhancing the passenger experience.

With these changes, the Chairman called for a vote on the recommendation. Twelve members were eligible and voted to approve the recommendation. This was a unanimous vote of the committee quorum.

Sub-committee Status Updates

Risk-Based Security (RBS) Subcommittee

Co-chairs, Mike McCormick, Global Business Travel Association, and Paul Leyh, TSA, presented an update on the progress of the RBS Subcommittee. Mr. McCormick stated that the group is focusing on three main areas:

1. Expanding the TSA Pre✓™ population remains the major goal. Drive program efficiencies while ensuring security.
2. Expand the marketing of the TSA Pre✓™ program to get the word out to as many eligible groups as possible.
3. Shift beyond the Pre✓™ program to examine other areas of aviation security where RBS principles can be applied.

A member asked for a discussion on the concept of "managed inclusion", in which at certain times passengers may be directed to use TSA Pre✓™ screening processes without being actually enrolled in the program. This helps manage the passenger flow through the checkpoint process. Mr. Leyh discussed the need to enroll more people in Pre✓™ Program and that doing so "allows TSA more time to focus on higher-risk passengers".

General Aviation (GA) Sub-committee

Doug Carr, National Business Aviation Association, was not present, so Co-chair Kerwin Wilson, TSA, presented an update on the progress of the GA Subcommittee. The group is focusing efforts on several areas, including:

- Updating the Security Guidelines document, last revised in 2004, to include risk-based measures and other updates. They anticipate a draft in two months.
- Improving access to Temporary Flight Restrictions (TFR) areas. The group is working with the United States Secret Service to increase GA access to TFR areas. This may include adding security measures or processes to open airspace to certain GA flights.
- Expanding GA flights into the Ronald Reagan Washington National Airport (DCA). Operations are currently below the level that could be accommodated. The group is looking at additional ideas, procedures and processes that could encourage the use of DCA.

Passenger Advocacy Sub-committee

Co-chair Geoff Freeman, U.S. Travel Association (USTA), was not present so Erik Hansen, USTA, updated the committee on the subcommittees activities. The group developed 16 draft

recommendations and is working with TSA to refine and focus the document. The recommendations will focus on three broad areas:

1. Solicit, use and analyze passenger feedback. Mr. Hansen noted that this data shows TSA how the public views security procedures. The subcommittee plans to recommend developing a statistically valid data set for TSA on customer satisfaction.
2. Improve real-time information on passenger wait times. The current process works well for some, but is unpredictable overall. It would be helpful for passenger planning to easily view information (e.g. website) on wait times at airports and gates. The subcommittee is considering working with experts on concepts to collect real-time wait time data that then could be used as a predictive model.
3. Improve communications and outreach at specific airports. Consistently engage the community for operational awareness.

Public Comments/Open floor to Comments

Dean Walter stated that members of the public were asked, in the Federal Register Notice, to make advance arrangements to present oral statements at this meeting. No member of the public had signed up to speak or had submitted a comment at the time of the meeting. Mr. Walter asked the members of the public in attendance if anyone wished to make a comment for the record. No one requested time to speak.

Adjournment

Carter Morris thanked the presenters and ASAC members for their comments, patience and dedication to the enhancement of civil aviation security as they move further into the 21st Century. He stated the next meeting will likely be scheduled for a date in April or May.

The meeting adjourned at 3:32 PM, EST.

Attachment (A) Detailed Meeting Agenda, February 6, 2013

Start Time	Item	Responsible Party	Duration
1:00 p.m.	Meeting Comes to Order	Dean Walter (DFO)	00:02
1:02 p.m.	Chair's Opening	Carter Morris	00:10
1:12 p.m.	TSA Remarks	Paul Leyh	00:05
1:17 p.m.	Introductions and remarks from the committee members	ASAC Members	00:10
1:27 p.m.	Sub-Committee Overview	Carter Morris	00:05
1:32 p.m.	Air Cargo (Recommendations)	Steve Alterman/Doug Brittin	00:25
1:57 p.m.	International Aviation (Recommendations)	Ken Dunlap/Ann Zipser	00:25
2:22 p.m.	Break	Dean Walter (DFO)	00:10
2:32 p.m.	Risk-Based Security (status update)	Mike McCormick/Paul Leyh	00:20
2:52 p.m.	General Aviation (status update)	Doug Carr/Kerwin Wilson	00:15
3:07 p.m.	Passenger Advocacy (status update)	Geoff Freeman/Karin Glasgow	00:15
3:22 p.m.	Public Comment Period	Dean Walter (DFO)	00:30
3:52 p.m.	Closing Comments and Adjournment	Carter Morris	00:08

Attachment (B) Meeting Participants

Name	Organization	
Steve Alterman	Cargo Airline Association	Subcommittee
Michael A. Cintron	IAPA	Member
Gail Dunham	National Air Disaster Alliance/Foundation	Subcommittee
Kenneth J. Dunlap	NA-IATA	Member
Michael France	NATA	Member
Brandon Fried	AfA	Member
Erik Hansen	U.S. Travel Association	Subcommittee
John Hazlet, Jr.	RACCA	Member
Patty Higginbotham	Global Business Travel Association	Subcommittee
Glenn Johnson	VPAF103	Member
Douglas Kidd	National Association of Airline Passengers	Subcommittee
Michael McCormick	GBTA	Member
Duane McGray	ALEAN	Member
Carter Morris, Jr.	AAAE	Member
Sarah Pilli	AAAE	Subcommittee
Timothy H. Shaw	NACA	Member
Eric Thacker	A4A	Member
Chris Witkowski	AFA-CWA	Member
Thomas Zecha, Jr.	AOPA	Member
Jim Andresakes	Air Line Pilots Association, International	Public
Lydia Beairsto	ACI-NA	
Maryanne DeMarco	Coalition of Airline Pilots Associations	Public
Shane Downey	Global Business Travel Association	Public
Marc C. Murphy	MSA Security	Public
Patricia Rojas-Ungar	U.S. Travel Association	Public
Jay Ruais	Transportation Intermediaries Association	Public
Barbara Vatier	AgileX	Public
Doug Brittin	DHS/TSA OSPIE	Federal
Bob Chamberlain	DHS/TSA	Federal

Kim Costner-Moore	DHS/TSA/OSPIE	Federal
Dianna Davis-Small	DHS/TSA OSPIE	Federal
Lisa Farbstein	DHS/TSA Public Affairs	Federal
Tina W. Gabbrielli	DHS/Office of Intelligence & Analysis	Federal
Karin Glasgow	DHS/TSA OSPIE	Federal
Kriste Jordan-Smith	DHS/TSA/ORBS	Federal
Tanya Lansley	DHS/TSA	Federal
Paul Leyh	DHS/TSA/OSPIE	Federal
Tamika McCree	DHS/TSA OSPIE	Federal
Tom McDaniels	DHS/TSA	Federal
Tona Napoli	DHS/TSA/ORBS	Federal
John Sammon	DHS/TSA/OSPIE	Federal
Dean Walter	DHS/TSA - Designated Federal Officer (DFO)	Federal
Kerwin Wilson	DHS/TSA OSPIE	Federal
Ann Zipser	DHS/TSA OGS	Federal

AIR CARGO SUB-COMMITTEE

Meeting Report and Recommendations
February 6, 2013

The Aviation Security Advisory Committee (ASAC) Air Cargo Sub-Committee met in Washington, D.C., on November 8, 2012. Following is a report on the outcome of this meeting.

Introduction – The Sub-Committee discussed a previous recommendation that was withdrawn at the September 18, 2012, meeting of the full ASAC, and separate issues involving the status of the ongoing Air Cargo Advance Screening (ACAS) Pilot Program and problems inherent in the domestic Known Shipper Program. The recommendations that resulted from the discussion are as follows:

Issue 1: At the present time, the use of "TSA-Canines" for air cargo screening is limited to a secondary screening function. However, there may be instances in which these canines can be effectively used for the primary screening of specific commodities that, for a variety of reasons, cannot be effectively screened by existing technology resources. The Sub-Committee believes that such use of the limited canine resource should be encouraged, when feasible, to expedite the movement of commodities that otherwise could not be transported by passenger aircraft in the normal course of business.

> **Recommendation 1: The Sub-Committee recommends that a Pilot Program to test the feasibility of using canines for the primary screening of certain commodities be established at three airports for a term of one year.** The airports chosen should already have canines available for secondary screening and any requests for such screening should be acted upon by the Federal Security Director (FSD), or his/her designee, at the airports chosen for the Pilot Program. To be eligible for the Program, air carrier requests for the use of the canines should be accompanied by documentation demonstrating that historical attempts to screen a specific commodity or packing material using technology at the chosen airports have failed to clear the shipment for transportation. The Sub-Committee suggests that, to develop the details of such a Pilot Program, TSA should establish a select working group of potentially affected stakeholders (e.g. air carriers, airport officials, FSDs).

Issue 2: The Sub-Committee recognizes that the existing Known Shipper program provides an additional layer of security for cargo moving on passenger aircraft. At the same time, the Known Shipper Management System (KSMS), the Information Technology (IT) arm of the Program, has continued to exhibit significant challenges that tend to diminish the effectiveness of the Program.

Companies subject to the KSMS requirements have had continuing problems in accessing the system and the ongoing problems have proven costly for both the government and industry.

> **Recommendation 2: In order to address the ongoing issues confronting KSMS, the Sub-Committee recommends the TSA expeditiously convene a working group of appropriate government, and affected and regulated industry representatives to assess the KSMS problems and recommend potential improvements to the system.** Such recommendations should not be limited to the IT issues confronting the KSMS, but should also explore whether the KSMS system itself is the most effective way of implementing Known Shipper or whether there may be other, less cumbersome, ways to manage the Program. ~~In addition, the working group should be empowered to explore potential protocols that might lead to the acceptance of non-known shipper cargo on passenger flights.~~

Issue 3: At the present time, TSA and U.S. Customs and Border Protection (CBP), along with industry participants, are engaged in a major Pilot Program, the Air Cargo Advance Screening Pilot (ACAS), to determine whether certain shipment and shipper information on international movements into the United States can be provided at an earlier time than now required by CBP regulation. This Pilot Program was initiated two years ago, with the first participants being members of the express segment of the industry. More recently, the ACAS Pilot has been expanded to include passenger airlines and air freight forwarders, and the all-cargo heavy freight industry members are just now entering the process. The results of the ACAS Pilot thus far have been extremely promising, but it is clear that there are still challenges that must be addressed before any program is made mandatory. These challenges include, but are not limited to, the fact that each industry segment has a different business model that must be accommodated and the TSA Trusted Shipper concept must still be integrated into the Program. In short, while much has been accomplished, there is still much work ahead before a mandatory program can be established.

There is now concern among industry, however, that CBP, which has the jurisdiction to issue a final regulation implementing the Program, is planning to issue a Notice of Proposed Rulemaking (NPRM) in the first quarter of 2013, well before the results of the Pilot are fully known. The Sub-Committee industry members feel strongly that the issuance of an NPRM in this time frame is premature and will adversely affect the final outcome of the Pilot Program process. For example, one of the key elements of the Pilot Program is the ability of government and industry to engage in an honest dialogue as more is learned, a process that will be severely limited once an NPRM is formally issued.

> **Recommendation 3: The Sub-Committee recommends that TSA, an integral partner in the ACAS Pilot Program, work with the senior levels of CBP in an attempt to ensure that, before an NPRM is issued, the results of the Pilot Program are fully analyzed and addressed.** This recommendation is not made in any attempt to slow down the regulatory process. Indeed, the Sub-Committee believes that any final implementation date for the eventual rule can remain the same, even if the rulemaking is delayed until the Pilot Program is further along. By delaying the formal rulemaking,

industry and government can continue a dialogue unfettered by legal *ex parte* rules that come into play once the NPRM is issued and the government will have the benefit of the lessons learned over the next several months. In turn, this new knowledge will ensure that potential uncertainties can be eliminated thus requiring fewer industry comments and, hopefully, fewer serious issues to be resolved.

Air Cargo Subcommittee November 8, 2012 Meeting Attendance List

<u>Sub-Committee Co-Chairs</u>: Steve Alterman, Doug Brittin (via telephone)

<u>Designated Federal Officer</u>: Tamika McCree

<u>ASAC Members</u>: Paul Arnold, Jim Conway, Brandon Fried, Ellen Howe, Glenn Johnson, Roger Libby, Sue Presti, Leslie Riegle, Gina Romello, Elizabeth "Liz" Shaver, Tim Shaw, Gary Wade

<u>ASAC Members via telephone</u>: Jim Andresakes, Jon Hazlet, Jim Lobello, Mike Mullen

<u>TSA Attendees</u>: Kim Costner Moore, Amy Frazier, Alice Crowe, Joe Kris, Katie Logisz, Warren Miller, Ann Zipser, and Eric Yatar

<u>Other Attendees</u>: Cindy Thomas (on behalf of Jon Kent), Jim Edgecomb

International Sub-committee
Proposed Recommendations
February 6, 2013

1. **Mutual recognition of trusted traveler programs**

   Building upon existing international trusted traveler programs, which should be further expanded, we urge the Department of Homeland Security (DHS) and international regulators to work collaboratively to develop and implement risk-based trusted traveler programs that provide mutual recognition of and expedited processing for properly vetted passengers.

2. **Identification of internal DHS synergies to streamline the common interests of the Transportation Security Administration (TSA) and U.S. Customs and Border Protection (CBP)**

   DHS should establish a formal process to use the synergies of all government agencies when it pertains to data collection and utilize that broad-based data for a better screening experience for those trusted passengers and the traveling public. To do this, it is recommended to the TSA that screening standards be established for both known and unknown travelers with clear identifying parameters. Specific data-reliant programs that may be considered, that are currently being transmitted to the DHS Router include:

   1. Electronic System for Travel Authorization
   2. Advance Passenger Information/APIS Quick Query
   3. Secure Flight

3. **TSA Pre✓™ has been successfully deployed to several US airports, in collaboration with industry. The benefits of this concept potentially represents an opportunity to realize cost savings via preboard screening throughput gains, as well as improving the security experience for eligible passengers. The following TSA Pre✓™ expansions are recommended to further expand these benefits.**

   i. Establish bilateral agreements with international regulators, with the goal to facilitate the TSA Pre✓™ concept expansion, including the application of reduced screening measures applied to eligible participants.
   ii. Expansion of TSA Pre✓™ eligibility to foreign nationals already enrolled in Nexus and Global Entry Trusted traveler programs (including reciprocally recognized programs i.e. Privium).

    iii.   Expansion of TSA Pre✓™ program to international and transborder pre-board screening points.

    iv.   Expansion of TSA Pre✓™ concept to international points of departure to the US.
    v.   Facilitate the enrollment of eligible Foreign Air Crew into TSA Known Crew Member program, as well as Global Entry.

4. One-Stop Security

In the years since the September 2001 terrorist attacks, aviation security has been significantly enhanced. Screening processes, procedures and technologies have evolved and even more data is available about passengers – including that which is shared between governments – and cargo to enable risk assessments, conducted well in advance of flight time.

~~However, passengers arriving from the European Union (EU) and connecting to other flights at U.S. hub airports must be screened a second time. Even though it has already flown thousands of miles, their baggage has to be physically transported back to the checked baggage screening location for rescreening by TSA before it can be loaded on a connecting flight. These duplicative screening processes impose unnecessary manpower requirements on TSA staff and contribute to wait times, flight delays and higher costs for TSA, airports and the airlines.~~

At the recent High Level Conference on Aviation Security, ICAO encouraged Member States "to explore with each other mutual recognition arrangements, including one-stop security, which recognizes the equivalence of their aviation security measures where these achieve the same outcomes."

We encourage the U.S. and the EU to pursue <ins>fully quantifiable</ins> agreements that <ins>meet or exceed all aspects of TSA security requirements and</ins> ensure mutual recognition of aviation security measures that eliminate the need for <ins>additional</ins>~~redundant~~ screening processes for passengers <ins>and</ins>~~,~~ baggage ~~and cargo~~. When implemented, such agreements will help preserve limited resources while enhancing the passenger experience.

Subcommittee Participants

<u>Sub-Committee Co-Chairs</u>: Ken Dunlap, IATA/Ann Zipser, TSA

<u>Designated Federal Officer</u>: Dianna Davis-Small

<u>ASAC Members</u>:
    Paula Hochstetler, ACC, PaulaH@ACConline.org;
    Leslie Riegle, AIA, leslie.riegle@aia-aerospace.org;
    Michael Cintron, michael.cintron@iapa.com;

Eric Thacker, ethacker@airlines.org;
John W. Hazlet, johnhazlet@sbcglobal.net; and
Glenn Johnson, johnsonvpaf103@comcast.net

Other Participants:
Cindy Thomas (on behalf of Jon Kent);
Jim Edgecomb;
Ellen Howe, L-3, Ellen.M.Howe@l-3com.com;
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